THE U.F.O. Investigator

FACTS ABOUT FLYING SAUCERS (UNIDENTIFIED FLYING OBJECTS)

– Published by the National Investigations Committee on Aerial Phenomena –

Vol. 1, No. 8 June, 1959

SEN. SYMINGTON BACKS RIGHT TO UFO FACTS

Sen. Stuart Symington, former Secretary of the Air Force, has agreed with NICAP on the need for a new, unbiased evaluation of Unidentified Flying Objects. Other Congressional statements on UFOs, sent to the Committee, its affiliates and individual members, show that the drive for open hearings is rapidly gaining momentum.

The statement by Sen. Symington was in answer to a query from the New York City NICAP Affiliate.

"There is little doubt," he said, "that the American public has sound reason for being confused about the existence and nature of these phenomena. I am certain it would be in the interest of public understanding if a current and objective evaluation of this situation were issued.

"The public should be given all information which would not adversely affect our national security. There are undoubtedly some objects observed directly and on radarscopes which are not subject to positive analysis."

Prior to this, Sen. Symington had urged the Senate Space Committee to make a careful study of the UFO subject. (A decision on hearings is still pending.) Since the senator is a potential presidential candidate, his refusal to accept the usual official brushoffs is of special interest.

The other Congressional statements which follow were made directly to NICAP Board members, advisers, affiliates or individual members.

Sen. Barry Goldwater, Arizona, who is also a jet flying colonel in the Air Force Reserve: "Flying saucers, unidentified objects, or whatever you call them – are real... The Air Force has a project to investigate these reports, but when you ask about them they clam up."

Sen. Leverett T. Saltonstall, Massachusetts: As a member of the Senate Armed Services Committee this is a problem in which I am deeply interested... We must consider the genuine security necessities, of course, as I am sure you appreciate, but I think there are many cases in which more information should be made available to the public."

Sen. George Smathers, Florida: "The subject of flying saucers is one in which we all share a great interest."

Rep. Thomas Ludlow Ashley, Ohio: "I share your concern over the secrecy that continues to shroud our intelligence activities on this subject, and I am in complete agreement with you that our greatest national need at this time is the dissemination of accurate information upon which responsible public opinion can be formulated."

Rep. William H. Ayres, Ohio: "Congressional investigations have been held and are still being held on the problems of unidentified flying objects... Since most of the material presented to the Committees is classified, the hearings are never printed. When conclusions are reached they will be released if possible." (NICAP note: This confirms our claims of official secrecy. Our goal is the holding of *open* Congressional hearings.)

(continued on page 2)

NICAP BONUSES IN NEW MEMBERSHIP DRIVE

On June 20, we are launching a nationwide membership drive to build up NICAP's influence and to bring in the financial support needed to put all our projects on schedule. From June 20 until August 1, we are offering the following prizes or bonuses to those who secure *new* memberships at $5.00 per year.

One new member: A Rand McNally space map, or a six-month extension of your own membership, or $1.00 cash.

Two new members: A $1.00 Rand McNally space map and a six month extension of your own membership—OR $1.00 cash in lieu of the map, plus the extension.

Three new members: The $1.00 space map, and a one-year extension of your own membership—plus $1.00 cash. In place of the map you may select $1.00 cash, for a total of $2.00 plus the extension.

Five new members: One autographed hard-cover book by Major Donald E. Keyhoe, either *Flying Saucers From Outer Space*, or *The Flying Saucer Conspiracy*, and a one-year extension of your own membership—plus $2.00 cash. Instead of a book, you may select $2.00 cash, or a total of $4.00 plus a one-year extension.

(continued on page 2)

ADAMSKI'S LATEST CLAIM BLASTED BY NICAP AFFILIATE

A claim by George Adamski that spacemen flew him from Kansas City to Davenport, in December of '58, is completely contrary to factual evidence, according to information obtained by Director Arthur C. Campbell of the Ka[illegible] City NICAP Affiliate. Affi[illegible] secured by Director Campbell, now at NICAP headquarters, appear to disprove Adamski's latest claim completely.

When Adamski visited London recently, copies of these affidavits were read to him at a press conference. He attempted to seize the documents, and when this was prevented he angrily charged that he was being framed by the CIA (Central Intelligence Agency).

Before the details are presented, the importance of the Adamski case should be emphasized for the benefit of new members who may be unaware of this long-standing controversy.

Mr. Adamski is without doubt the No. 1 "contactee," that is, the best-known of all those who swear they have met spacemen from other worlds.

Since 1952, he has repeatedly claimed contacts with spacemen. He has claimed to have ridden in their spaceships, on trips around Venus and the moon. He has published photographs alleged to be pictures of UFO scouts and mothership.

These reports and pictures have been publicly called fakes by several critics, including Frank Edwards, a member of the NICAP Board. But Adamski's believers insist he is an honest, persecuted man.

False or true, the sensational nature of his claims has kept many people from seriously considering the verified UFO evidence—factual sighting reports by hundreds of pilots, control-tower operators, radarmen, guided missile trackers and other technically trained personnel. For this reason, it is vitally important that Adamski's stories either be proved beyond question—or, if false, that they be completely discredited.

The Kansas City incident may be the long-sought answer:

On the morning of Dec. 1, 1958, Mr. Adamski was preparing to leave Kansas City for a talk at Davenport, Iowa. Chair-

(continued on page 3)

The

UFO INVESTIGATOR

Published by
the National Investigations Committee
on Aerial Phenomena
1536 CONNECTICUT AVENUE, N.W.
WASHINGTON 6, D. C.

COPYRIGHT 1959
National Investigations Committee
on Aerial Phenomena.

Newspapers, press associations and broadcasters may use up to 400 words without special permission.

DONALD E. KEYHOE, Director & Editor
RICHARD HALL, Secretary and Associate Editor

EDITORIAL

As indicated in our Congressional report, NICAP's drive to end UFO secrecy is nearing success. Open hearings are inevitable — if we keep up the fight.

Because we are behind schedule, some officials back of UFO censorship are still hoping we will fail. After 2½ years' struggle, with increasing Congressional support, NICAP certainly is not going under. We do have problems. Intermittent financial aid has kept us from going at full speed. But your support of our new membership-bonus campaign will quickly change this.

Immediate success of this campaign will:

1. Put our publications on precise schedule. (Copy for the next bulletin is now ready, could go to press in 48 hours if we had the reserve funds.)

2. Bring you extra issues to make up for delayed numbers. Dozens of important news items are already listed for these issues.

3. Give us badly needed office help, at least on a part-time basis, to speed up the Congressional project, sighting evaluations, and answers to members' letters.

Since we took over from the previous regime, in January 1957, memberships alone have failed to keep us going. NICAP has been kept alive by additional contributions. Frequently, our small staff has donated instead of drawing pay — that is how we were able to send this issue by first-class mail, instead of third-class.

But having to rely on such support is a constant strain; also, it delays the final breakthrough. In this new campaign, we are leaving it up to you. Do you want us to keep limping along? Or do you want us to be driving at full speed, giving you a lot more for your membership? If it's the latter, please get into the fight and get us new members.

We urgently need hundreds of additional memberships. Almost everyone can get at least ONE new member. If you're determined, you can get many more — and we're offering bonuses as high as we can, to make it worth your effort.

Remember, NICAP is *your* organization. It's up to the members to decide its future. We can't perform miracles, but we'll do our best to match your efforts, if you'll just give us the means.

CONGRESS *from page 1*

Rep. Dante B. Fascell, Florida: "There are many areas where unrealistic policy keeps vital information from the American people. Certainly, accurate information concerning so-called unidentified flying objects, within the proper bounds of national security, should be made available immediately to the American people."

Rep. Fred Marshall, Minnesota: "There has been growing interest in the release of military information on un-

(see next column)

CONTEST *from page 1*

Ten new members: The two autographed books listed above, and a two year's extension of your own membership, plus $5.00 cash. You may select $2.00 instead of either book. That is, one book and $7.00 in cash; or neither book and $9.00 in cash—plus the two year's extension.

Fifteen new members: The two autographed books, and a two year's extension of your own membership—plus $10 in cash. Instead of the books you may have $2.00 each. That is, one book and $12 cash, or neither book and $14 cash—plus the two year's extension.

As explained on the editorial page, we urgently need hundreds of new members. We suggest that you use the most dramatic and documented NICAP news items, in this and previous issues, to interest possible members. Also explain that as new members they too can take part in this "bonus" membership drive.

If you wish NICAP membership blanks, please send us a postcard. However, the blanks are not necessary. Prospective members may apply by ordinary letter, enclosing $5 per each annual membership—or they may send applications through you. (Be sure they address NICAP, 1536 Connecticut Avenue, Washington, D. C. Checks should be made out to NICAP or the National Investigations Committee on Aerial Phenomena. New members will be sent receipt letters and a copy of the current NICAP publication by first class mail.

To insure proper credit, ask your new members to list your name on their application blanks or letters. Or you may, if they agree, send their applications and checks directly to NICAP, with a note signed by you stating that you secured their memberships.

If you wish, you may let your credits pile up toward a larger bonus. For instance: if you secure three new members, you may either ask at that time for the appropriate bonus or prize; or you can tell us to list your credits until you reach the five-member point or a higher bonus point. In any case, be SURE to let us know what you wish done and what your bonus selections are, if there are alternate choices.

If you select a book as a bonus, please let us know to whom you wish it autographed if not to yourself.

If the campaign warrants an extension of time, the bonus period will be extended beyond August 1st. The decision will be announced in our next bulletin.

identified flying objects. ... The subject has been discussed with appropriate committees of the Congress."

Rep. Walter H. Moeller, Ohio: "I cannot help but feel that there may be some justification behind some of the UFO reports. I also feel that if there is any information available within the Government which has not been released to the American public it should be made known. I have every confidence that the American people would be able to take such information without hysteria. The fear of the unknown is always greater than the fear of the known."

Rep. Ralph J. Scott, North Carolina: "I quite agree with you that the general public should be allowed information thus far known about Flying Objects except, of course, in the case where they might become unduly alarmed or panicked by such a revelation. I am sure you can readily understand and appreciate the seriousness of such a reaction. If this information could be presented to the American public in such a way as to appeal to reason and not to emotion, I think it would be a good thing."

In addition to these Congressmen several others have attempted to secure answers to key questions from the Air Force, or have shown more than ordinary interest. One Congressman, who may let his name be used later, stated:

"The public is not getting the straight story. We (members of Congress) are told one thing in closed-door sessions. Then the public is told something entirely different."

Congressmen whose statements or actions regarding UFOs are on record include:

Rep. A. D. Baumhart, Jr., Ohio; member of House Space Committee, who personally investigated the Fitzgerald (Sheffield Lake, Ohio) case. Rep. Baumhart indicates a strong, continuing interest.

Rep. Samuel N. Friedel, Maryland, who attempted to secure a "day in court" for Capt. Peter Killian, after he was silenced. Rep. Friedel has cooperated with NICAP in presenting the facts to the House Space Committee.

Rep. Peter Frelingheusen, New Jersey, who since 1956 has shown special interest, questioning the Air Force on several key points.

Rep. Leonard G. Wolf, Iowa, member House Space Committee, who has frequently questioned Air Force officers about UFOs, indicating he does not accept the official answers.

Sen. Harry Flood Byrd, Virginia, who has sent the AF important questions from NICAP's Director and several members.

Sen. Homer Capehart, Indiana, who held a meeting at his office for a UFO discussion, mainly an evaluation of a contactee claim.

Rep. Lee Metcalf, Montana, who secured important admissions from Maj. Gen. Joe Kelly, which showed official AF contradictions on UFOs.

Sen. Glenn Beall, Maryland, who has recently shown an interest in UFOs and has stated that they might be spaceships from some other planet.

(continued on page 3)

(continued from page 2)

Besides the Congressmen quoted, many others are giving serious attention to the UFO problem and official secrecy. They constitute a powerful minority, and at the present rate of increase they may be an actual majority before 1960.

This is a vitally important advance for all of us. It is the culmination of two years' hard work by the NICAP membership, against strong opposition and frequent discouragements. To some, progress may have seemed slow. But a showdown now seems enevitable, through public Congressional hearings.

Though other UFO groups have given valuable support, letters and statements from Congressmen show that NICAP's membership has had the greatest influence.

But that influence could be far stronger, if *all* the American members took part in this struggle. All of the 50 States are now represented by NICAP members. If every one, of a great majority of these members wrote their Congressmen urging open UFO hearings, it would speed action on Capitol Hill.

The main obstacles to public hearings are the chairmen of committees. Even individual Congressmen are subject to official arguments, but chairmen are under the heaviest pressure. Following this article is a list of chairmen and key Congressmen to whom you can write. But it is equally vital to write your own two Senators and the Representative of your district. If you don't know all three names, ask your local newspaper or library.

Several members have asked for a form letter they could send to Congressmen. But such forms usually are ignored. Also, they do not represent each member's true feelings. Instead, we suggest that members indicate their sincere beliefs as to whether UFO information is being withheld, and any danger from such a policy if you agree there is secrecy. If you wish, you may quote the NICAP Board of Governors statement that the AF is withholding UFO information, and that they consider this a dangerous policy because the Soviet might falsely claim the "saucers" are Russian weapons, possibly causing hysteria in this country.

If you believe in UFO reality, then here are some other points you could cover in writing Congressmen, using evidence from NICAP publications:

1. Verified evidence by pilots, radarmen, airport tower operators, missile trackers, etc., showing that UFOs are some kind of superior machine under intelligent control.

2. The fact that official orders compel silence by most observers in the Air Force, and in some other Government agencies.

3. That large sums of taxpayers' money have been spent—and are still being spent—to investigate objects which the AF says don't exist. This includes hundreds of expensive jet chases of UFOs and some cases of firing on these "non-existent objects", by AF pilots.

4. Quotations from any of the Congressmen listed above.

LIST OF KEY CONGRESSMEN AND SENATORS

Below is a list of key members of Congress on important committees who should have an interest in UFOs. Also, letters to your own Congressmen and Senators, whether they are on these committees or not, should be helpful.

U.S. Senate Committees

Aeronautical and Space Sciences:
- Sen. Lyndon B. Johnson (Texas), Chairman
- Sen. Richard B. Russell (Georgia)
- Sen. Stuart Symington (Missouri)

Armed Services:
- Sen. Richard B. Russell (Georgia), Chairman
- Sen. Harry Flood Byrd (Virginia)
- Sen. J. Glenn Beall (Maryland)

Government Operations:
- Sen. John L. McClellan (Arkansas), Chairman

Interior and Insular Affairs:
- Sen. Barry Goldwater (Arizona)

Rules and Administration:
- Sen. Thomas C. Hennings, Jr. (Missouri), Chairman

U.S. House of Representatives

Armed Services:
- Rep. Carl Vinson (Georgia), Chairman

Government Operations:
- Rep. John E. Moss (California)
- Rep. Dante B. Fascell (Florida)

Science and Astronautics:
- Rep. Overton Brooks (Louisiana), Chairman
- Rep. Leonard G. Wolf (Iowa)
- Rep. A. D. Baumhart, Jr. (Ohio)

Please let us see any answers received from Senators and Congressmen.

ADAMSKI'S LATEST CLAIM BLASTED BY NICAP AFFILIATE

(continued from page 1)

car reservations on the Rock Island R.R. had previously been made for him by his secretary, Mrs. Lucy McGinnis. This arrangement was witnessed by Mr. and Mrs. Paul M. Wheeler of Independence, Missouri, who provided transportation for Adamski and Mrs. McGinnis during the Kansas City visit.

When the railroad and chair-car tickets were bought, on Dec. 1, the Wheelers also witnessed this purchase. The train to Davenport, scheduled to leave at 9:30 a.m., was nearly an hour late, but the Wheelers and Mrs. McGinnis remained until the train was called. At this time, a porter took Adamski's luggage and went aboard the train, with Adamski following.

The Wheelers naturally assumed Adamski had proceeded to Davenport by train, as planned. But the following Saturday, when he returned to Kansas City by plane, they were given a surprise.

In the presence of the Wheelers, Adamski handed Mrs. McGinnis what appeared to be his uncanceled round-trip Kansas City-Davenport tickets. He told her to get a refund. When the Wheelers asked what had happened he gave them this explanation.

About 20 miles out of Kansas City, the train had stopped. It was announced, Adamski said, that there would be a 10-minute wait, and he decided to get out and stretch his legs. (The vestibule door, he explained, was already open.)

While outside, Adamski related, he saw a car drive up. The driver took his luggage from the vestibule and asked him to come along. He was driven to a space craft concealed in a wooded area, and after boarding it he was flown to Davenport. There a waiting car took him to his hotel.

Mr. and Mrs. Wheeler later signed a statement testifying to this account by Adamski and expressing their belief that it was true. They also confirmed the date of the ticket purchase and stated that the date on the uncanceled tickets was the same.

On learning of this new claim by Adamski, Director Campbell of the Kansas City NICAP Affiliate began a thorough investigation. First, he obtained all the details, in a tape recording made by Mr. Wheeler, also a signed statement by Mr. Wheeler and his wife.

Then, contacting the Rock Island Railroad, Campbell obtained the complete records of the train (R.I. #508) and the names of the train crew. In subsequent interviews he secured the following documented information:

1. There were no delays, no unscheduled stops between Kansas City and Davenport.

2. By I.C.C. (Interstate Commerce Commission) regulations, the train had paused for a *two-second* stop at "Airline junction," the point where its tracks crossed the Missouri-Pacific rails. No vestibules were opened during this brief halt in the Kansas City limits.

3. The first scheduled stop was Excelsior Springs, Mo., 38 minutes after departure from Kansas City.

4. Proving that any delay was impossible, the railroad showed that the train had made up 13 minutes between Kansas City and Trenton, the second stop.

Director Campbell's report to NICAP includes signed statements by trainmen of #508 including the conductor and two chair-car attendants.

Conductor Ross McClintic:

"There most certainly was no announcement of any 10-minute delay of the train at any time after leaving Kansas City. If there had been, I would have been the one to make the announcement. It is all but impossible for any person to close a vestibule from the outside; therefore any person making an unauthorized exit from the train during its momentary stop at "airline" or Missouri-Pacific junction would leave an open vestibule as evidence. There was no open vestibule found on this run."

Chair-car attendant Roy James:

"The vestibules were not open except at scheduled stops, and then they were closed immediately. There are rarely any unscheduled stops, and there were none on that date or I would have remembered it."

(continued on page 4)

(continued from page 3)

Chair-car attendant Albert Reed's statement confirmed those of James and the conductor.

After sending NICAP headquarters all the evidence, Mr. Campbell forwarded copies of the affidavits to a NICAP member in London—Mr. David Wightman, of *Uranus* Magazine. At this time Adamski was on a speaking tour. After he arrived in England he was interviewed at his hotel by Mr. Wightman and a reporter for a local paper.

Under questioning, Adamski repeated his claim that spacemen had flown him from Kansas City to Davenport, whereupon Mr. Wightman produced the evidence from Mr. Campbell. At this point, Mr. Adamski attempted to take the documents, saying he would return them the next day. When a press photographer tried to catch the scene, Adamski left the room.

In a second press interview, the following day, Adamski asserted that the CIA probably had provided Mr. Campbell's evidence, in order to discredit his claims. He also accused Wightman of being a CIA agent.

A signed report on these incidents, which occurred on May 1 and 2, 1959, was sent to NICAP by Mr. Wightman. In this report, he said that Adamski had told a different version of his story to reporters at London Airport, before the hotel interview. Then Wightman concluded:

"This investigation should satisfy all true researchers as to Adamski's true colours and free them to continue with more constructive work."

During one London press conference, Adamski said that people "high in British society" were trying to arrange an audience with Queen Elizabeth and Prince Philip. In an unusual comment, Buckingham Palace announced:

"The royal family has decided it cannot entertain Mr. Adamski or his ideas in any way."

Probably Queen Elizabeth's refusal was due in part to the press protests in Holland, after Adamski was received by Queen Juliana. The Catholic newspaper "De Volksrant" called him a "quack" and other papers also expressed indignation at their queen's action.

Because of the Kansas City incident, a brief review of Adamski's other claims seems pertinent.

In 1952, he claimed his first contact with a spaceman. In published account , he said he had witnessed the desert landing of a flying-saucer scout ship. The spacemen, Adamski stated, communicated with him mainly by telepathy, but he also left hieroglyphics in the sand, made by symbols on the bottom of his shoes. Immediately after this "contact," Adamski reported, one of his party (some distance away) came to the spot and preserved the strange symbols with plaster of paris, which he happened to have with him.

This first alleged meeting was followed, Adamski said, by other contacts during which he made photographs of flying saucers and mother-ships. After these photographs were published, they were publicly denounced as fakes by Frank Edwards, (now a NICAP Board member), Mr. Lonzo Dove, and other well-known UFO investigators.

In a later publication, Mr. Adamski reported he had been invited aboard a space ship and had flown around Venus and the moon. Pictures accompanying this new claim also were publicly denounced by Mr. Edwards, Mr. Dove and others.

In the spring of '57, NICAP asked Adamski and other contactees if they would submit proof of their claims, including negatives of photographs, and also if they would take lie-detector tests. In reply, Adamski stated that personnel of two government agencies (not named) advised him not to release his negatives. He also refused to submit for examination a small amount of metal which he alleged was linked with a spaceship. He said he did not have a complete set of the symbolic footprints, which NICAP had hoped to examine. A lie-detector test, Adamski stated, would be useless, but if provided it should also be required of the NICAP panel and Board members, certain military and government officials, including the President of the United States—with all these persons subject to questioning by himself and other contactees.

Kansas City Claim Reviewed

If Mr. Adamski's claim is true, it leaves many questions unanswered.

How did the spacemen know about his Davenport trip, which train he would take, that there would be an unscheduled stop, and that he would get out to stretch his legs? Was all this telepathy?

Did the spacemen have the cooperation of certain U.S. citizens who permitted the use of their cars—or were these cars owned and driven by spacemen masquerading as earthlings?

Why wasn't the "saucer" or spaceship seen arising from the woods near Kansas City and descending to land near Davenport? It was daylight at both times, and both areas are well-traveled and well-populated.

More important, how did the train make up the lost 10 minutes plus the 13 it gained between Kansas City and Trenton? To make up the 13 minutes recorded by the Rock Island Railroad, the engineer operated the train at the maximum safe speed prescribed by the I.C.C. To have made up an additional 10 minutes would have been almost impossible. It would have required a reckless high-speed run, with violent braking at certain points to avoid derailing. Even if the engineer had avoided a wreck, such a hazardous trip would have brought furious complaints from the passengers and an inevitable crackdown by the I.C.C. The result would have been at least a suspension and a stiff fine for the engineer.

Aside from these points, Mr. Campbell's statements from the railroad officials and trainmen, including the engineer, fireman and brakeman, completely deny any such possibility.

If the story is a fabrication, there are only two important questions to answer. First, what about the uncanceled train tickets?

This poses no problem. Another set could have been purchased by Adamski, or by some one aiding him.

Second, why would he have risked being seen getting off the train at Davenport by some one expecting to meet him?

To avoid this, he could have gone through the day-coaches and gotten out well away from his parlor car, merging with the crowd. Or he could have left the train at the regular stop nearest Davenport, proceeding by bus, taxi or rented car.

If the Kansas City claim by Adamski is proved a fabrication, his other claims probably will be labeled false by many who once accepted these stories. However, if Mr. Adamski can get around all the facts presented here, and prove his story, we will make this public in NICAP publications.

The issue seems clear-cut.

Either the Rock Island trainmen all lied—or Adamski deliberately attempted a hoax.

— — —

We earnestly hope that each NICAP member will carefully weigh the evidence in this case and then check and sign the opinion blank provided. Individual names will be kept confidential; only the majority opinion will be released.

The consensus of opinion of the NICAP Board, Panel of Advisers, and regular membership will appear in the next bulletin if enough responses are received in time.

NICAP, 1536 Connecticut Avenue, Washington 6, D. C.

I have read the evidence regarding the Adamski claim that spacemen flew him from Kansas City to Davenport, Dec. 1, 1959.

I believe his claim is true	☐	Check One
I believe his claim is untrue	☐	
I believe all of Adamski's claims	☐	
I do not believe Adamski's claims	☐	

(Signed).....
NAME OF MEMBER

U. S. CONSIDERS DUCTED FAN "SAUCER"

The House Space Committee recently held hearings on the feasibility of producing a ducted-fan device, somewhat similar in appearance to reported "flying saucers", which would float on a cushion of air above the earth. Although not yet in production, the device will be maneuverable and will be able to attain speeds of about 400 m.p.h. in level flight. Thus in the future it could conceivably be reported as a UFO. However, it could not possibly explain the many solid UFO reports already on record, or the high speeds and sharp turns frequently associated with UFO sightings in the past, or similar future reports. NICAP members should not be misled by possible attempts to pass this device off as the "real" flying saucer.

CAPT. RUPPELT REVISING HIS UFO BOOK

Air Force Rumored to be Pressuring Former project chief

By

Maj. Donald E. Keyhoe, USMC, Ret.
Director of NICAP

In the past month, rumors that Capt. Edward J. Ruppelt has been pressured into debunking his own UFO book have been circulating in Washington. This is a personal report on the facts as far as I know them. It is mainly in the form of an open letter to Ruppelt.

Capt. Ruppelt and I have been friends for five years. We have not always agreed, but I have found him honest in his beliefs, and fearless in stating them. Until 1958, he frequently risked Air Force disfavor, even when he was employed by firms with defense contracts. Since early in '58, I have seen a change, a withdrawal from the controversy. There have been signs of pressure, but nothing to indicate he would retract even one word of his "Report On Unidentified Flying Objects."

This book was based on all he had learned as head of Project Blue Book, the AF Intelligence unit investigating UFOs. I know it is a true record. Several AF officers who had worked on the project have confirmed this; also, NICAP has proof of the most important disclosures.

That is why I first discounted the rumors. Then, near the end of May, Capt. Ruppelt phoned me from California. He told me his book was being revised, that he was writing new material, with full AF cooperation.

Since both Ruppelt and his book have been under frequent AFHQ attack, such cooperation seems incredible — unless the rumors are true.

If they are, then Ruppelt must be under such severe pressure he feels he has no choice. He should be helped, if possible, not condemned. That is why I have written the following open letter. It should answer questions NICAP members already are asking. But more important, it will serve notice on the silence-policy group that any such forced debunking will certainly backfire. It can and will be proved untrue—and the proof will go to Congress.

June 12, 1959.

Capt. Edward J. Ruppelt,
US Air Force Reserve,
Long Beach, California

Dear Ed:

We have been good friends for five years. And before then, when you barely knew me, you defended me against unfair AF attacks — twice in '53, and again in '54. I shall always be grateful, Ed, and that is partly why I am writing this. It is an open letter. A copy will go to Air Force HQ; if you are being pressured, they can see how it will backfire. I hope you will take this as I mean it, in friendship.

When you phoned me recently, I had already heard you were being pressured into retracting the crucial parts of your book. I still can't believe it. I just looked up the letter you sent me on Aug. 3, 1954, when you asked my advice about writing a UFO book. Here is what you said:

"I wouldn't do a book if I didn't tell the truth exactly as it happened, and believe me this would not follow the Air Force party line."

You kept your word, Ed. You did tell the true story — and, it certainly didn't follow the AF "party line." That is what built your reputation as an honest writer, a man with the guts to speak out.

If you *are* under some terrific pressure, I want to help. NICAP will do all it can to expose the facts. I still hope it is not true. But I'm puzzled about the AF. You told me they were giving you full cooperation, with access to all the detailed sightings and AF conclusions for recent years.

Even friendly newspapermen usually are given only statistics and vague summaries. Certainly no one *opposing* the AF policies has received anything in recent years. NICAP's repeated requests have been denied or ignored.

To me, this new AF cooperation is extraordinary. From the start, your book has been a real danger to the secrecy group. What hit them hardest was your revelation of the 1948 Top Secret Estimate of the Situation by ATIC — that the UFOs were interplanetary spaceships. Assistant Secretary Richard E. Horner, Maj. Gen. W. P. Fisher and other top AF officials have repeatedly insisted that no such document ever existed. They have written this to Congressmen, — we have the signed originals; they have broadcast it on nationwide programs — flatly denying the 1948 conclusion, and other hidden decisions you revealed.

You also disclosed that high-ranking officers at AF HQ were convinced the "saucers" were spaceships, and you bluntly exposed the cover-ups. Because of this, AF HQ has constantly attacked your book, saying it was "disclaimed for factual accuracy." We have signed AF letters saying this — I can send you a photostat. I know it's a false claim. In '56, Vern Haugland, the AP's top aviation writer, was officially told there was *no* disclaimer — the book was cleared for security, and that was all. But the lie goes on, and there have been other snide attacks on you — we have the affidavits. Much of this comes from their fear you'll be called before a Congressional committee. They know you could prove your disclosures, so they've tried to discredit you. At times, it has amounted almost to a smear campaign.

So I can't understand why they would help you now, reviving your book — giving further publicity to the very revelations they so bitterly deny. It doesn't make sense, unless they expect drastic changes — changes practically nullifying your earlier disclosures.

When I asked if you were getting AF cooperation because of a negative approach, you emphatically said no.

"I'm taking the same middle-of-the-road approach," you said. "That is, there's evidence on both sides and I don't know the answer."

That worries me, Ed. Because on May 6, 1958 you wrote a letter to Mr. George Stocking, a NICAP member at St. Petersburg, Florida. He sent it on to us. Here's what you told him:

"I have visited Project Blue Book since 1953 and am now convinced that the reports of UFOs are nothing more than reports of balloons, aircraft, astronomical phenomena, etc. I don't believe they are anything from outer space."

That letter stunned me. I couldn't believe you meant it, knowing all your other statements. You'll recall I wrote you, and you answered on July 30, 1958. You told me:

"I have always been convinced that UFOs were nothing more than reports of airplanes, balloons, astronomical phenomena, etc."

This statement was even more incredible than the letter to Mr. Stocking, because you are so completely on record to the contrary. I was sure then you must be under strong pressure, and some of your other recent statements seemed to bear it out. You said you were completely "out of the UFO business," that you wanted no part of the controversy, that you were simply not interested, and you did not condone attempts to get Congress to investigate.

If you have been out of the UFO investigation, then won't you have to rely almost entirely on the AF reports and conclusions? And since the AF now claims to be explaining over 99%, and is brushing off the rest, won't you in effect be accepting their "explain away" policy? And if so, how can you justify this with your earlier frank disclosures?

I'm not trying to needle you, Ed. But perhaps you've been shown some way to "retreat gracefully." Don't let them trick you. If you try to retract, you will be bitterly attacked by many readers, including influential book reviewers, who hailed you for speaking the truth, for daring to put the record straight.

If you insist you never believed in UFOs, you could even be accused — and I know it's not true — of writing your book solely for profit, without the slightest belief in the evidence you so carefully built up for your readers.

Here are a few of your statements that could come back to haunt you:

"Every time I begin to get skeptical I think of the other reports, the many reports made by experienced pilots and radar operators, scientists and other people who know what they're looking at. These reports were thoroughly investigated and they're still unknowns." (Page 314 of your book.)

"There are no explanations for how radar can pick up a UFO target that is being watched visually at the same time ... On Aug 1, (1952) just before dawn,

an ADC (Air Defense Command) radar station outside of Yaak, Montana, picked up a UFO. ...The crew at the radar station saw a "dark, cigar-shaped object" right where the radar had the UFO pinpointed. What these people saw is a mystery to this day." Page 256, in your book.

Referring to a March 3, 1953 encounter by an F-84 pilot from Luke Field, and the question of distance covered in this chase of a UFO:

"If he did know that he'd covered some 80 miles during the chase, I'd say that he saw a UFO—a real one. And I find it hard to believe that pilots don't know what they're doing." Page 300, in your book.

Referring to the death of Capt. Mantell in 1948:

"Everybody at ATIC was convinced that Mantell was after a spaceship." Page 58, in your book.

"ATIC decided that the time had arrived for an Estimate of the Situation. The situation was the UFO's; the estimate was that they were interplanetary ...It was a rather thick document with a black cover and it was printed on legal size paper. Across the front were the words TOP SECRET." Page 62, in

Referring to the interplanetary answer, you stated:

"Personally, I don't believe that 'it can't be.' " Page 314, in your book.

Again referring to the interplanetary answer:

"As staggering as the implications may be, to my mind this is the most acceptable theory if the saucers exist. There is no other alternative." From your article in *True* Magazine, 1953.

Again and again, Ed, you have publicly stressed the fact that the AF has hidden the facts from the public.

"I was continually told to 'tell 'them about the sighting reports we've solved—don't mention the unknowns.' " Pages 89-90, in your book.

"There hasn't been much about them, (UFOs) in the newspapers because of the present Air Force policy of silence, but they're with us." Page 307, of your book.

In 1955, after the AF released Blue Book Special Report 14, which explained away all but a few UFOs, you publicly blasted it, in a statement given to Max Miller, editor of *Saucers:*

"This was a shock to me because I was the one that had this study made ... the answer was, statistical methods were no good for a study like this. They didn't prove a thing... I had written it off as worthless... The report was finished in Sept. 1953 and it wasn't released as the 'latest hot dope' until October 1955."

On May 3, 1956, in an address to the San Diego Chamber of Commerce:

"The Air Force is no closer to a solution than in 1947... Veteran military and airline pilots still report UFOs. They should not be regarded lightly."

On Nov. 7, 1957, commenting on the mass sightings then going on:

"These recent reports by seemingly skilled observers should add a whole new dimension in the UFO investigation ... There is sufficient evidence of their existence to warrant further investigation... They cannot be explained away as optical tricks... We proved they were NOT mirages."

This is only a small cross-section, Ed, of the massed evidence you have piled up. I'll send you more details, in my next letter — perhaps by then I'll hear from you. But I want to make this plain: You have given the impression to many of your readers — I've asked a lot of them — that you *do* believe the "saucers" are real. And many believe you think they're interplanetary. Maybe you never meant it that way — but I myself always have had that opinion.

I'm sure a new section for your book, if it is unbiased material, treated impartially, would be welcomed by your former readers. For they remember you as an honest researcher, rejecting the AF brush-offs and unable to believe that all the pilots, scientists and other trained observers who saw UFOs could be wrong.

Ed, I know from your letters that you have high respect for NICAP and its aims. In '57, you wrote me that you considered it an honor to be invited to become a Special Adviser, though you had to decline because you were cutting down on work after your heart attack. One of our aims, of course, is to expose the censorship. Through our Board members, Advisers and regular members in all 50 States we do have some influence. If you are under pressure to back down, why not let NICAP help you?

One important step, I think, would be to clarify your 1958 statements to Mr. George Stocking and me. To Mr. Stocking you implied something had happened at ATIC, since 1953, which changed your mind. But you wrote me you had *never* believed the UFOs were real. I suspect you were under tension, driven to make these brush-off statements, and the difference in time didn't seem to matter.

But now that you plan to revise your book, those statements are very important. If they're not true, then for Heaven's sake, Ed, say so now. For if you stick to either one, you couldn't possibly write an impartial discussion. You could only agree with all that the AF says.

Please re-read that 1954 statement of yours:

"I wouldn't do a book if I didn't tell the truth exactly as it happened, and believe me this would not follow the Air Force party line."

Now read the other:

"I have always been convinced that reports of UFO's were nothing more than reports of airlines, balloons, astronomical phenomena, etc."

Ed, that IS the Air Force party line.

I'll write you again, with other important points, also a concensus of our members' reactions. And please remember our offer to help you.

Sincere regards,

(Signed) Don

Note to members: We will welcome your opinions for inclusion in the second half of this open letter, which also will contain the details of any answer from Capt. Ruppelt.

ARMY ASTRONAUT SAYS SPACE BEINGS MAY PREVENT MOON LANDINGS

The possibility that beings from other planets might prevent us from landing on the moon was raised by an astronaut in the Army Research and Development Command. Maj. Patrick Powers, a specialist in aerodynamics and missile theory, made the statement in an article for *Family Weekly*, April 19, 1959, which discussed the problems to be faced once man reaches the moon.

"The earth is almost certainly not the only inhabited planet in our galaxy," Maj. Powers said. "Some other planets may have succeded in establishing their form of life on the moon. Or there may be life on other cosmic bodies that would resent our intrusion on the moon and move to force us off."

In order to be prepared for this possibility, he adds, our space ships will have to carry arms. Major Powers' statement agreed with an earlier one by Prof. Harold D. Lasswell of the Yale Law School. Prof. Lasswell said last year that UFO sightings might mean that other beings in space are already watching our development, and that "our attempts to gain a foothold elsewhere may be rebuffed as a threat to other systems of public order." (See Dec. 1958 UFO INVESTIGATOR)

The possibility that other beings could already be on the moon also has been suggested by Dr. John Russell, head of the University of Southern California astronomy department. Without accepting UFOs as a fact, he stated that the back side of the moon would be an ideal base for flying saucers from Mars which wished to scrutinize our planet. "Once landed on the back side," he added, "they would be absolutely safe from further detection later on." (See NICAP Bulletin, January, 1959).

These statements add weight to earlier speculation that one reason for the UFO surveillance, without any definitely established attempts at communication, might be that other beings in space are interested only in preparing for our eventual trips into space. If, as Maj. Powers suggests, our space ships will be armed, the UFO beings might have reason to be concerned about our motives and stage of development.

Though all of this is speculative at present, an eventual contact of earthmen with other races in space seems highly likely to occur. This alone emphasizes the need for a frank, public, scientific investigation of serious UFO reports from good observers.

RADAR SIGNAL TO VENUS

The recent success in sending a radar signal to Venus and back, although only a crude beginning, has indicated the feasibility of space communications. The experiment has also resulted in a technique for making the first accurate measurements of distances in space, a matter of great importance to future navigators of space.

UFO CHASE BY AF JETS REVEALED TO NICAP

Radar confirmation of a dramatic UFO chase by AF jets has just been received at NICAP headquarters. The attempted interception took place in the summer of '58, near an AF base in the southwest.

According to an AF radarman at the base, two jets were vectored in on two unknown objects which were flying together. As the jets tried to close in, one UFO disappeared from the radarscope and then quickly reappeared behind the first jet. (This disappearance and reappearance, the radarman explained, was caused by the UFO's racing up out of the radar beam, then descending quickly at a new spot where the beam again picked it up.)

When this UFO streaked upward and then back behind the jet, pilot No. 1 reversed his course, again attempting to close in. As before, his quarry swiftly climbed out of range. During these maneuvers, both the jet and the UFO were tracked by the AF ground radarmen.

After these two futile attempts, jet pilot No. 1 turned back to join his companion, who was having the same difficulty with the second UFO. Moments later, pilot No. 1 looked back and saw the other mystery object once more trailing him. Determined not to lose it this time, he whipped around at near-blackout limits. But before he could finish the turn, the unknown device was gone in an almost vertical climb.

Back at the base, ground radar registered the UFO's third evasion, and a similar escape of the other object from from pilot No. 2.

Helpless, completely outmaneuvered, the frustrated jet pilots finally gave up and returned to their base.

The UFOs' swift evasive maneuvers, seen by both pilots and fully confirmed by expert radarmen, prove beyond any question that these objects were intelligently controlled machines. The technical explanation of their disappearance and reappearance from the radarscope also was confirmed by the pilots who saw the UFOs streak up and back at the same moments. This explanation, given by a number of radar experts in other cases, was first stated by CAA Senior Traffic Controller Harry Barnes, who with several assistants tracked a group of UFOs over Washington in July of '52.

This newly reported 1958 jet chase occured just after the AF had publicly repeated its denial that flying saucers were real. Despite scores of similar AF jet chases in the past year, the group enforcing the silence policy continues to issue this denial, though the combined visual and radar evidence is indisputable.

Under these circumstances, we can give only the more routine "on the record" cases and meantime try to persuade other observers to brave the ridicule and release the reports they now are withholding.

Compared with the jet chase described above, some of the recent sightings may seem relatively dull. But they are equally important; they help to offset the official censorship and prove that UFOs are still operating in our skies.

Sighting Digest

April 3; Central Florida – A greenish-yellow UFO which ascended and descended several times at about 7:30 p.m. was reported by John F. Wilmeth, a Treasury Enforcement Law Officer for 28 years. He said the object dimmed as it rose and brightened as it came down again, returning to the same spot in the eastern sky three times. Wilmeth could see light from the object reflected in a lake. The moon was not visible at the time.

April 13; Sandwich, Ill. – A UFO similar in appearance to the one seen over Montreal the night before was reported by Jeff Benson and another witness at about 6:55 p.m. (CST). The apparent brightness of the object, which was first noted at about 10° elevation in the NNW sky, was comparable to a first magnitude star. Bringing a 60 power telescope to bear on the UFO, the two men saw that it was a red spheriod with three bright lights near the edge. It moved slowly toward the NE.

May 6; Galt, Ontario, Canada – At 10:30 p.m. a reporter photographed a UFO which moved over the city for about an hour. The object first appeared in the sky west of the city, where it was seen by many residents. It brightened and faded several times as it moved constantly. The reporter, Phil Potentier, snapped the picture as the UFO moved past the old Post Office tower. The photograph shows a white ellipsoid above the tower. The UFO was last reported east of the city at 11:15 p.m.

May 11; Montreal, Canada – An unidentified object which moved slowly over-head between 11:10 and 12:00 p.m. was seen by three residents. Salesman Andre Parizeault, former member of the Army Engineer Corps, reported that the UFO rose and fell noticeably in its flight. He observed the object both with and without binoculars. Through binoculars, the object appeared to be pear-shaped with red and green glowing lights. A Montreal paper said that many persons had reported seeing mysterious luminous objects over the city recently.

May 12; Austin, Texas – Eight UFOs following each other at 4 minute intervals beginning about 8:00 p.m. were reported by Mr. T. H. Phillips. He and his family clocked the objects because of their peculiar appearance as they moved from N to S slightly east of the city. Mr. Phillips said the objects were as bright as Venus when they first appeared, then became alternately bright and dim. After the fifth object came into view, the family called a newspaper. Reporter Nat Henderson said he saw the the object at the position stated by Mr. Phillips. In appearance, the UFOs resembled fast-moving stars.

May 14; Melbourne, Fla. – Dana Franklin, advertising representative for the Orlando *Sentinel*, and his wife saw a huge, yellow ball-shaped UFO at about 1:00 a.m. Franklin, a former pilot, said the object glowed brilliantly. As it approached the house it made a 40° turn to the SE, losing some of its brilliance. At this point it appeared to be of many different colors, intermingling and pulsating, and it took on the shape of a cigar or cone. Then the UFO began climbing rapidly toward the east, until it was only a white light in the distance. After a sudden burst of light it disappeared.

May 17; Indio, Calif. – Civil Aeronautics authorities received reports that mysterious lights were circling over the desert near the Santa Rosa mountains about 11:00 p.m. One observer said, "it had a comet-like tail and it was going much faster than a plane." A plane from March AFB investigated and the pilot was said to have reported back that the lights were caused by searchlight activity. But an observer in La Quinta, described as "reliable," said: "That was no searchlight. It's above the clouds and it's moving too fast." CAA officials said the lights did not register on radar.

We hope to enclose duplicate 1959 membership cards, on stiffer paper, with the next issue. Meantime, please sign and use this printed card as a substitute. The acceptance conditions are shown on the reverse side.

This is to certify that

is a member of the National Investigations Committee on Aerial Phenomena (NICAP) for 1959, under conditions stated on reverse side. This member is authorized to forward factual reports on UFOs – Unidentified Flying Objects – for evaluation by NICAP at 1536 Connecticut Avenue, Washington 6, D. C.

Donald E. Keyhoe

MAJOR DONALD E. KEYHOE, USMC, Ret.
DIRECTOR OF NICAP

Three Scientists Accept Adviser Posts

We are gratified to announce the appointment of three highly qualified scientists as Special Advisers to NICAP. Besides their scientific qualifications, all three have been interested in the UFO problem for some time.

Dr. Leslie Kaeburn

Dr. Leslie Kaeburn, University of Southern California, is a member of the faculty of the School of Medicine and head of the Bio-Electronics Laboratory. Because of the serious study he has made of the UFO subject, he is a valuable addition to the Panel, which now includes specialists in medicine, social psychology, astronomy, aviation, electronics, photography and other technical fields.

In his acceptance letter, Dr. Kaeburn mentioned plans for the formation of a high-level UFO group, possibly as a NICAP subcommittee, in the Southern California area. The proposed group would include members of the aviation and space industry.

Prof. N. N. Kohanowski

N. N. Kohanowski, Associate Professor of Mining Geology, University of North Dakota, has conducted a study of falls of odd metallic substances from the sky for several years, and has agreed to analyze any similar material for NICAP.

"I shall be very pleased to be of service to the organization," he said in his letter of acceptance. "I have studied reports on the UFOs since 1946 and while I am inclined to discount the authenticity of some, I cannot discount the matter altogether. I have never been fortunate enough to witness one myself. This lack of personal experience, however, does not warrant the denial of existence of some unusual phenomena."

Prof. Kohanowski's professional experience includes mining and geological work in Bolivia, Peru and Canada. From 1949 to 1952 he was Assistant State Geologist, North Dakota Geological Survey. He has been a member of the Univ. of North Dakota Geology Department since 1949, and is the author of several articles on geological subjects. Prof. Kohanowski is affiliated with many scientific organizations, including the Geological Society of America and the American Institute of Mining Engineers. He has travelled on four continents and has knowledge of six languages, with fluency in Spanish and Russian.

Dr. Robert L. Hall

Dr. Robert L. Hall, social psychologist and Assistant Professor at the University of Minnesota, has accepted a position as Special Adviser to NICAP. Dr. Hall, brother of the NICAP Secretary, is a graduate of Yale University and has studied at the University of Stockholm (Sweden) and the University of Minnesota. During World War II he was a crew member of a B-29, flying with the 20th Air Force in the China-Burma-India Theater. In accepting the position, Dr. Hall said: "In spite of a great many illusions, delusions, and crackpot reports, there are enough sound reports of UFOs to suggest that something important is going on that has not been adequately explained. I feel that a thorough, impartial inquiry should be conducted by competent scientists."

We appreciate the willingness of these new Advisers, as well as those already on the Panel, to serve publicly in helping to evaluate the UFO problem. We hope this will encourage others of professional standing to take a more active interest in the UFO investigation, regardless of their present positions on the subject.

Morris Jessup

The loss of Morris Jessup, who died on April 20, at Coral Gables, Fla., will be felt by all those who knew him as a friend and by many others who knew of him through his books and articles on UFOs. He was a serious investigator, and though some did not accept his theory as to the UFOs' source his sincerity was unquestioned.

In recent years, Mr. Jessup frequently warned opposing factions against public airing of their differences, fearing this would impair the usefulness of even the most serious groups. Although he did not accept the claims of the contactees, he urged tolerance by the other groups, or at least neutrality. NICAP joins his many friends in regretting his untimely death.

This identification card is valid for NICAP members during their paid membership in 1959. When this status ends, the card becomes invalid. The member's signature on the other side is an acceptance of these conditions.

Readers' Questions

Q. How many UFO sightings are admitted by the AF?

A. The AF officially admits 7700 reports from June 1947 until Dec. 31, 1958. These reports covered sightings of 5854 UFOs, of which the AF says 9.4% were unknowns. These figures exclude all UFO reports during World War II, and in 1946, though their own records and signed reports in NICAP files prove such sightings were officially investigated from 1944 on through the first half of '47.

Q. Has the Government made any plans for contacting a UFO if it should land in the United States?

A. No official plans are admitted. Denials have been made by the Defense Department, the Red Cross and the Civil Defense Administration.

Q. How many pilots have been lost pursuing UFOs?

A. Only three have been officially admitted: Capt. Thos. Mantell, 1948; Lt. Felix Moncla, Jr., and Lt. R. R. Wilson, over Lake Superior, 1953. We have had reports of aircraft disappearances, one from a member in the AF, which were suspected of being linked with UFOs. The losses were verified, but proof of a UFO cause has not been confirmed.

Q. Has the AF ever admitted attacking UFOs?

A. Yes. In December, 1949, Major Jere Boggs, AF Intelligence, publicly stated that in 1947 AF pilots had been ordered to down a UFO by any means, for examination. He admitted one case of shooting at a UFO in New Jersey; this admission to the present Director of NICAP was in the presence of Brig. Gen. Sory Smith, Director of AF Information. According to Capt. E. J. Ruppelt, an AF F-86 jet pilot fired on a UFO in the summer of 1952. In April, 1955, AF jets fired on a UFO circling a weather balloon near Rockford, Ill. In July, 1957, ATIC, in an official letter, admitted that AF pilots had fired on objects at first thought to be UFOs, but "later found to be conventional objects." Queried by NICAP, ATIC first said the conventional objects were "foo fighters." This was the name given to UFOs sighted in World War II. When this fact was pointed out by NICAP, ATIC refused further discussion and advised asking AF HQ for an answer. This was done, in writing, but no answer was ever received.

Note to members: Please let us have your questions. We shall answer as many as space permits in our publications.

We are grateful to members who have given information about NICAP to newsmen. When doing so, always give NICAP's address. This encourages people to write for information. Also please send us the names and addresses of any editors, reporters, and radio-TV newscasters who are interested in UFOs.